

in the process of looking at strategies for calming alleys by adding trees and improving lighting along neighborhood alleys. As seen in Figure 2.13, alleys can be designed to provide more public space for local residents, with seating and play areas for children and gardens.

Figure 2.13 Example of Alley Traffic Calming



Source: City of San Francisco.

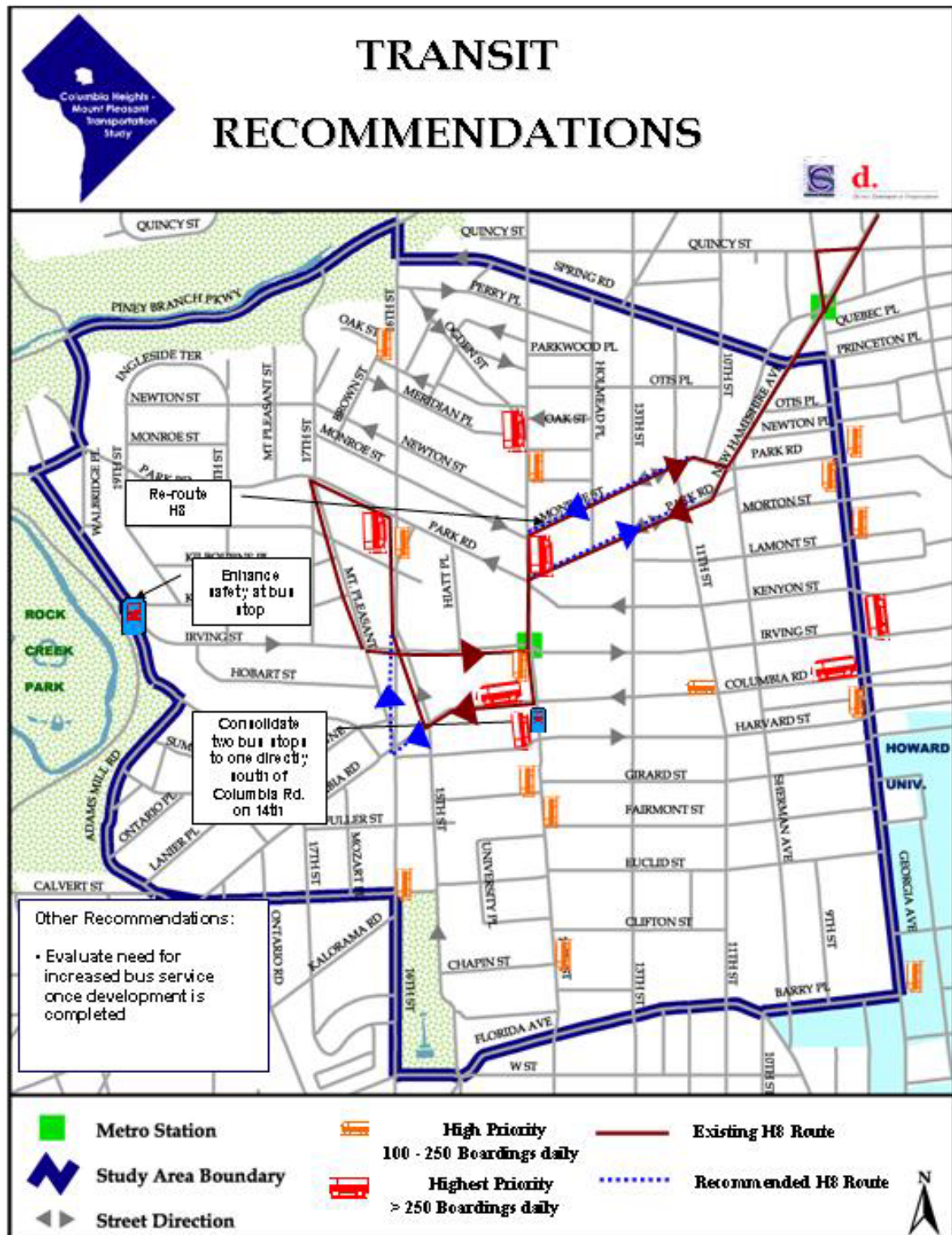
The recommendation is to develop District guidelines for alleyway traffic calming using the Columbia Heights and Mount Pleasant neighborhoods as a test location. It is recommended that a prototype be developed through a process by which local residents can propose specific improvements and actively participate in the design.

Estimated Cost: \$100,000 to develop District-wide policy and guidance.

■ 2.2 Transit

The Columbia Heights and Mount Pleasant neighborhoods are provided with a wealth of transit services with Metrorail and numerous WMATA bus routes. As illustrated in Figure 2.14, recommendations included in this subsection fine tune the existing transit system with an emphasis on improving bus-related infrastructure, recognizing the significance of bus travel within the neighborhood.

Figure 2.14 Transit Recommendations



1. Expand coverage of bus shelters – prioritize based on boarding data. (Short term – highest priority; Long term – high priority)

Despite the opening of the Columbia Heights Metrorail Station in 1999, bus travel still dominates mode choice in the Columbia Heights and Mount Pleasant neighborhoods. Residents have expressed an interest in increasing the number of bus shelters throughout the neighborhood. WMATA installs bus shelters based on guidelines published under the TCRP. Based on these guidelines and bus boarding data provided by WMATA, a number of locations within the neighborhood meet the criteria for the installation of bus shelters. WMATA has tended to focus on the installation of shelters for southbound routes. However, a number of bus stops on northbound routes meet the shelter criteria.

The recommendation is to increase the coverage of bus shelters in the neighborhood. The implementation of shelters is prioritized into high (between 100 and 250 boardings), and highest (more than 250 boardings). All of the locations shown on Figure 2.14 have at least 100 boardings per day, well above the minimum guideline of 50 per day recommended under the TCRP guidelines. Additional features that should be included at the shelters would be trash receptacles, schedules, benches, and adequate lighting.

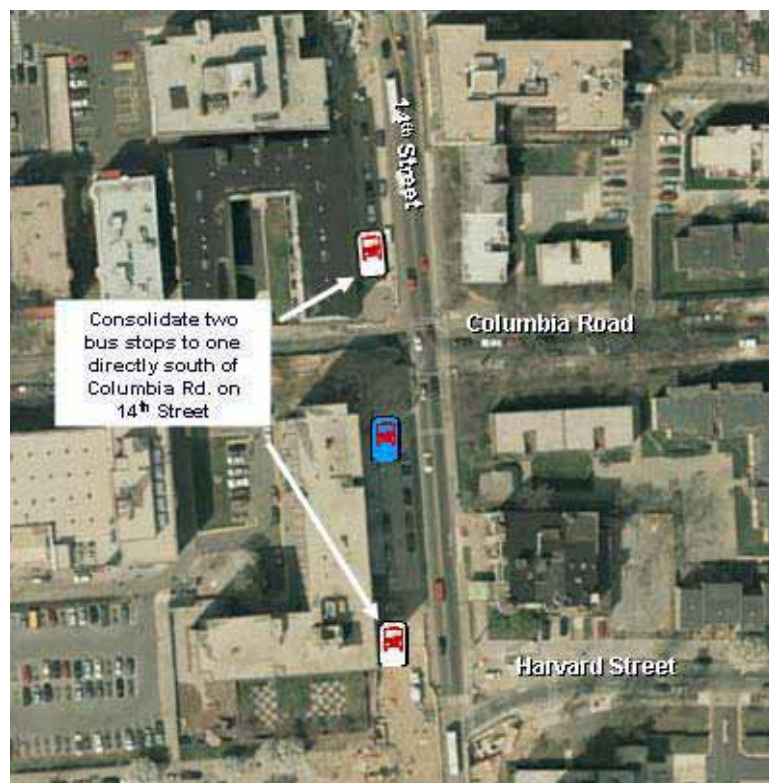
Estimated Cost: Shelter costs are absorbed by bus-shelter advertisers.

2. Eliminate two bus stops on 14th Street between Irving/Columbia Road and Columbia/Harvard Street. Consolidate these two stops into one stop at the southern end of Columbia Road. (Short term)

WMATA currently has two bus stops on the southbound block of 14th Street between Irving Street and Columbia Road. The stop on the north end of the block serves passengers exiting from the Columbia Heights Metrorail Station. The stop on the south end of the block serves as a transfer location for those connecting from westbound routes on Columbia Road. This second stop is in front of a 7-11 convenience store and is frequently blocked by illegally parked cars. There is also an additional stop at the north end of Harvard and 14th Street.

The recommendation, as shown in Figure 2.15, is to eliminate the bus stop in front of the 7-11 as well as the stop north of Harvard to a single location directly south of the Columbia Road intersection. The consolidation of stops will improve the speed of transit service, and address the issue of illegal parking at the stop at the corner of Columbia Road.

Estimated Cost: Referred to WMATA for implementation.

Figure 2.15 Consolidate Bus Stops

3. Modify H8 Route. (Long term – coordinate with changes from Traffic Recommendations #5 and #8)

Monroe Street and Park Road to adjust to turn restrictions on Park Road.

WMATA currently provides service on Monroe Street and Park Road with the H8 Route. The route currently heads eastbound on Monroe Street and westbound on Park Road. Turn restrictions recommended on Park Road will prohibit the left turn this route currently takes from westbound Park Road onto southbound 14th Street.

The recommendation is to reroute the WMATA H8 Route to reverse the direction of service along Monroe Street and Park Road between 14th Street and New Hampshire Avenue. With this change, the route should head westbound on Monroe Street and eastbound on Park Road.

15th Street/16th Street/Irving Street to adjust to blocked access to 16th Street and right only.

The H8 Route currently travels northbound on 15th Street, merges onto the 16th Street, and continues onto Park Road where it turns right. If Alternative 2 under Recommendation #7

is implemented, the recommendation is to continue the route along Columbia going west-bound and turn right onto 16th Street, rather than turning right onto 15th Street.

4. Evaluate the need for increased bus service once development along 14th Street is completed. (Long term)

WMATA has implemented several shuttles in the District of Columbia to serve significant retail and entertainment corridors such as the Adams Morgan/U Street entertainment district. Several existing bus routes in Columbia Heights that connect to the Red Line have the potential to serve a similar purpose. As new retail and entertainment establishments expand along 14th Street, WMATA should evaluate the potential for an expanded bus service, particularly during off-peak times to serve the retail and commercial district. Although the Columbia Heights neighborhood is well served by the Green Line, Metrorail passengers traveling to the neighborhood from areas along the Red Line from areas north of Cleveland Park will be required to transfer to the Green Line at Gallery Place with an estimated travel time of 20 minutes in comparison to just 10 to 12 minutes on bus routes between these two Stations. The added travel time, together with the transfer, may discourage transit use from these areas. Bus routes H1, H2, H3, H4, H5, and H5/H7 that provide east-west service should be revisited as well as routes 52, 53, and 54 offering north-south service.

Estimated Cost: Part of WMATA operating budget.

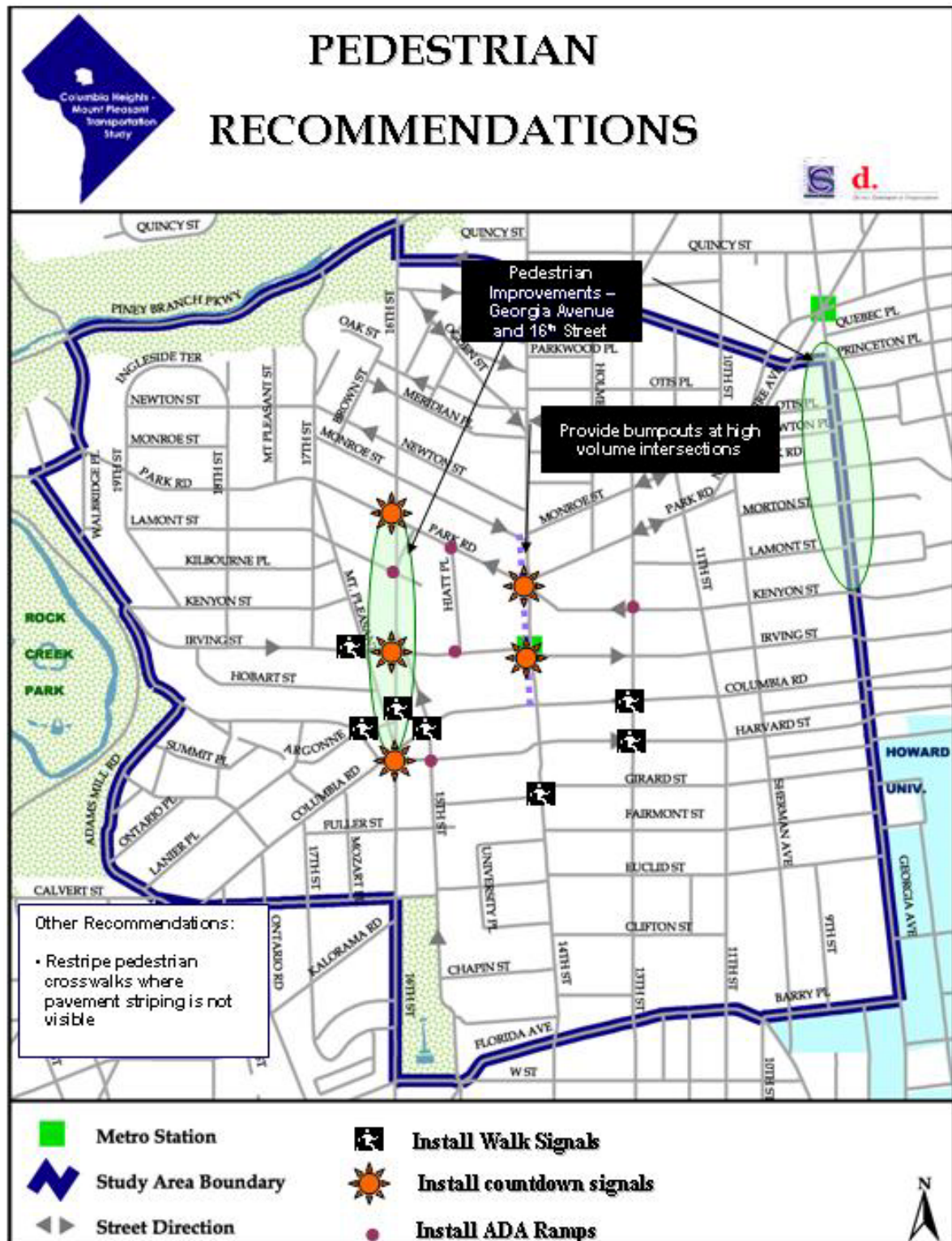
5. Enhance bus stop at the intersection of Kenyon/Adams Mill/Irving Street. (Short term)

The bus stop (eastbound Irving Street) is on a short section of sidewalk that is cantilevered out over a steep embankment above Adams Mill Road. No railings are in place at this location, creating a safety hazard for transit users. Improvements should be made at this location to protect riders.

■ 2.3 Pedestrian

Pedestrian travel plays a critical role in the Columbia Heights and Mount Pleasant neighborhoods. The study area has developed as a high-density neighborhood that allows residents to access services and jobs on foot. Unfortunately, the study area suffers from the burden of commuter traffic that travels through the neighborhoods during the morning and evening peaks. A number of the pedestrian safety and environment issues have been created by an overemphasis on facilitating the flow of vehicles through the neighborhood. Recommendations contained within this subsection seek to remove some of these safety issues and enhance the overall safety and pedestrian environment within the neighborhood. Addressing these issues will facilitate pedestrian travel and reduce the level of auto travel among area residents. Figure 2.16 illustrates the pedestrian recommendations.

Figure 2.16 Pedestrian Recommendations



1. Enhance pedestrian crosswalks along Georgia Avenue north of Kenyon Street. (Short term)

A number of pedestrian accidents have occurred along Georgia Avenue between Kenyon Street and the north edge of the study area. This section of Georgia has a number of unsignalized intersections where pedestrian crossings are shown on Georgia. Most of these pedestrian crossings are faded and are not clearly visible to drivers.

The recommendation is to enhance the visibility of crosswalks with both improvements to the pavement markings and pedestrian crossing signs in the median indicating a crosswalk is present.

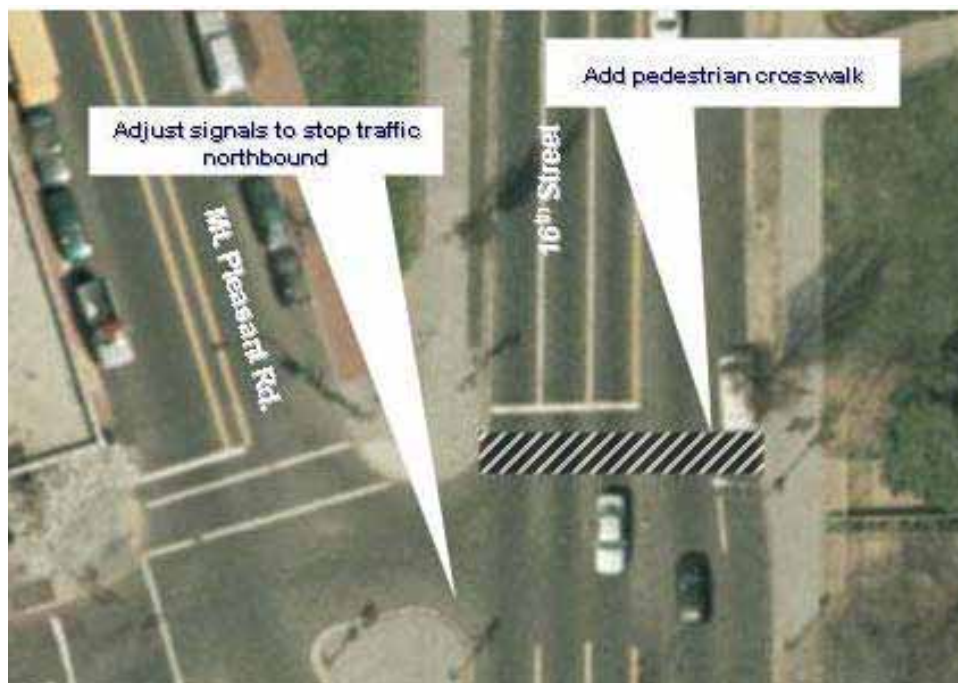
Estimated Cost: \$27,000.

2. Provide pedestrian crossing across 16th Street at the intersection with Mt. Pleasant Street. (Short term)

The intersection of Mt. Pleasant Street and 16th Street creates a pedestrian safety hazard. The traffic signal at this intersection is set up to provide access from northbound 16th Street onto northbound Mt. Pleasant Street. Southbound vehicles on 16th Street receive a red light while a protected left turn is provided for vehicles turning onto Mt. Pleasant. At the same time, drivers headed northbound on 16th Street receive a continuous green light. No crosswalk is provided at this location. Pedestrians consistently cross at this location and appear to be confused by the signal that stops traffic only in the southbound direction. Pedestrians assume that northbound traffic will also stop and seem to walk regularly into oncoming traffic on northbound 16th Street.

The recommendation, as shown in Figure 2.17, is to add a pedestrian crosswalk at this location and stop traffic on north and southbound 16th Street to provide for this crossing. The signals should be timed with others to limit the effect of this change on 16th Street vehicular traffic.

Estimated Cost: Crosswalk and traffic light changes – \$28,000.

Figure 2.17 Recommendation – 16th/Mt. Pleasant

3. Install pedestrian signals at all traffic signals within one-quarter mile of Columbia Heights Metrorail Station. (Long term)

The heaviest concentration of pedestrian activity within the study area is found in proximity to the Columbia Heights Metrorail Station. As new retail and residential development is completed in proximity to the Station, this level of activity will increase. A number of traffic signals in the study area do not have walk signals, despite high levels of pedestrian activity. The District should install pedestrian signals for all crossings at each intersection where a traffic signal exists within one-fourth mile of the Columbia Heights Metrorail Station. Locations where pedestrian signals should be installed as a part of this recommendation are as follows:

- 13th/Harvard;
- 13th/Columbia;
- 14th/Girard;
- Mt. Pleasant/Irving;
- 15th/Columbia;
- 16th/Columbia; and
- Harvard/Columbia.

Estimated Cost: \$20,000.

4. Install countdown pedestrian signals at high-volume crosswalks. (Short term)

The District has embarked on a program to improve pedestrian crossing signals in areas with significant pedestrian activity. The new signals provide a countdown for remaining time available before the signal changes. It is recommended that the District install signals at the following intersections:

- 16th/Irving;
- 14th/Irving;
- 14th/Park/Kenyon; and
- 16th/Park.

Estimated Cost: \$10,000 per location.

5. Provide bulb outs at high-volume pedestrian locations in proximity to new retail and residential development near the Columbia Heights Metrorail Station. (Long term)

A number of new retail and residential developments are planned along 14th Street. The intention is to promote travel to these developments by a means other than the automobile. Many of the intersections along 14th Street are relatively wide and require that pedestrians cross the equivalent of five or six lanes of traffic.

In support of a general improvement of the pedestrian environment, the recommendation is to narrow the width of intersections by providing “bulb outs” where feasible at the intersections of 14th/Irving, 14th/Park/Kenyon, 14th/Monroe, and 14th/Columbia. The intersection analysis conducted as a part of this effort indicates that this can be implemented without adversely affecting the level of service at the intersections. This study has been coordinated with the Public Realm Study, an effort lead by the District Office of Planning. As illustrated in Figure 2.18, specific design recommendations for the public space are detailed in this parallel study.

Estimated Cost: Estimated by Public Realm Study by the Office of Planning and ZGF.

Figure 2.18 Bulb-Outs (courtesy of Public Realm Forum)

